

In re Patent Application of:  
**FLICK**  
Serial No. 10/648,931  
Filing Date: AUGUST 27, 2003

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### REMARKS

The Examiner is thanked for the thorough examination of the present application, for allowing Claims 11-16, and for identifying allowable subject matter in Claims 2, 3, 9, 21, 24, 25, and 31. In the Final Official Action, the Examiner most helpfully addressed Applicant's arguments regarding the Examiner's proposed modification to replace the pre-existing hardwire system in the Hwang patent and to include addressing in the suggested Hwang/Suman patent combination. The patentability of the claims is discussed in greater detail below based upon the Examiner's helpful comments. Favorable reconsideration is respectfully requested.

Applicant requests confirmation of consideration of the IDS mailed to the U.S. Patent and Trademark Office on November 19, 2003. Attached is a copy of the IDS, along with our return postcard bearing the date the foregoing was received by the U.S. Patent Office Mailroom.

#### I. Claims 1-10 And 17-32 Are Patentable

##### A. The Hwang/Suman et al./Boreham et al. Combination

The Examiner rejected independent Claims 1, 17, and 23 as unpatentable over the Hwang patent in view of the Suman et al. patent and further in view of the Boreham et al. patent. The Hwang patent discloses a pre-warn system for an anti-theft alarm. The Examiner correctly notes that the hardwire communication line between the pre-warn sensor and the main control alarm circuit is not a data communications

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bus. The Examiner next looks to the Suman et al. patent in an attempt to provide such.

The Suman et al. patent discloses a data bus 111 including eleven parallel data lines for each one of the inputs 100-110 that are connected to a respective one of eleven input terminals 114. Accordingly, the Examiner also correctly recognizes that the combination of the Hwang and the Suman et al. patents fails to disclose a vehicle data communications bus extending throughout the vehicle and carrying data and address information. The Examiner next looks to the Boreham et al. patent in an attempt to provide such.

Applicant respectfully submits that there is no proper motivation to selectively combine the three references. For example, the Examiner contends that it would have been obvious to connect a pre-warn system as disclosed by Hwang over a vehicle data bus as suggested by the Suman et al. patent to take advantage of wiring already existing in a vehicle without having to add supplemental wiring to communicate sensed data in a vehicle alarm system. The Hwang patent already provides a pre-warn function using the existing wiring, and, therefore, one skilled in the art would not look to the Suman et al. patent to save supplemental wiring because there is no need for supplemental wiring in the first place.

In the Final Official Action, the Examiner contended that it would have been obvious to send pre-warn data over a bus, as such a bus is standard in newer vehicles and thus separate wiring would not need to be used, thus saving space and expense. Applicant respectfully submits that there is no

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teaching in the prior art of a saving of space and expense by the selective combination of Hwang/Suman et al.

The Examiner further contends that adding addressing over the data bus as suggested by the Boreham et al. patent will permit communication with specific vehicle systems that have individual addresses. Applicant submits that the only motivation to provide the claimed pre-warn emulator for generating a signal on the vehicle data communications bus extending throughout the vehicle and carrying data and address information improperly comes from Applicant's own specification.

B. The Hwang/Nykerk/Boreham et al. Combination

The Examiner rejected independent Claims 1, 17, and 23 as unpatentable over the Hwang patent in view of the Nykerk patent and further in view of the Boreham et al. patent. The Hwang patent is discussed above and the Examiner correctly notes that the hardwire communication line between the pre-warn sensor and the main control alarm circuit is not a data communications bus. The Examiner next looks to the Nykerk patent in an attempt to provide such.

The Nykerk patent discloses a self-contained alarm system 55 that includes a data bus 64. Accordingly, the Examiner also correctly recognizes that the combination of the Hwang and Nykerk patents fail to disclose a vehicle data communications bus extending throughout the vehicle and carrying data and address information. The Examiner looks to the Boreham et al. patent in an attempt to provide such.

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Applicant respectfully submits that there is no proper motivation to selectively combine the three references. For example, the Examiner contends that it would have been obvious to connect a pre-warn system as disclosed by Hwang over a vehicle data bus as suggested by the Nykerk patent for the same reasons as the Hwang/Suman et al. combination above. Applicant submits that the Hwang patent already provides a pre-warn function using the existing wiring, and, therefore, one skilled in the art would not look to the Nykerk patent to save supplemental wiring because there is no need for supplemental wiring in the first place.

The Examiner further suggests adding addressing over the data bus of the Hwang/Nykerk combination as suggested by the Boreham et al. patent for the same reasons as the Hwang/Suman et al. patents. Applicant submits that the only motivation to provide the claimed pre-warn emulator for generating a signal on the vehicle data communications bus extending throughout the vehicle and carrying data and address information impermissibly comes from Applicant's own specification. Independent Claims 17 and 23 include features similar to Claim 1.

Accordingly, independent Claims 1, 17, and 23 are patentable. The dependent claims, which recite yet further distinguishing features of the invention, are also patentable, and require no further discussion.

#### CONCLUSIONS

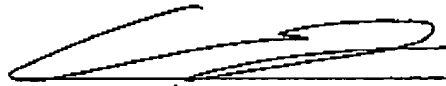
In view of the arguments presented above, it is submitted that all of the claims are patentable. Accordingly,

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a Notice of Allowance is respectfully requested in due course.  
Should any minor informalities need to be addressed, the  
Examiner is encouraged to contact the undersigned at the  
telephone number listed below.

Respectfully submitted,

  
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**CERTIFICATE OF FACSIMILE TRANSMISSION**

I HEREBY CERTIFY that the foregoing correspondence has  
been forwarded via facsimile number 571-273-8300 to the  
Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-  
1450 this 27<sup>th</sup> day of March, 2006.

